

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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INTRODUCTION

1. In June 1952, representatives of the East German Aircraft Industry contacted various plants throughout the entire East Zone seeking engineers to work at Pirna. These men had lists of individuals, including USSR returnees, with home and work addresses. The returnees were contacted and offered work at the Pirna installation. The type of work was not stated, but the returnees were assured that they would be working in their old fields. (Almost all those contacted had previously been employed by Junkers and BMW.) A Mr. HOFFMANN visited my home in Plauen trying to contact me in relation to this work.

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SOVIETS PLAN TO PRODUCE TURBO-JET PLANE AND SPORTS PLANE IN THE SOVIET ZONE

2. On arriving in Pirna (Sonnenstein) in June 1952, I found very few engineers employed. I believe that the Pirna-Dessau complex did not

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yet exist. BEDNARA, BOEHNISCH, EISLER and HORNOF [see pages 3, 4 and 6 for biographical notes] and several others were working there. A few days later KALLENBACH, MUELLER and WEILEPP arrived. These individuals composed the nucleus of the group which was gradually developed at Pirna. Pirna was to be the center of the new East German aircraft industry. The existing buildings in Pirna/Sonnenstein [redacted] were to be used for the design and production of aircraft [redacted] 50X1. From June 1952 until January 1953 more and more engineers arrived in Pirna.

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3. In October or November 1952 hundreds of Soviet technical drawings arrived in Pirna. All previous aircraft work was stopped and work on the newly arrived drawings was begun. It soon became obvious that the Sonnenstein (Pirna) installation could not physically accommodate the design and production work represented by the Soviet drawings, that is, the design and production of a turbo-jet plane and a sport plane. Therefore, reconstruction of buildings in Dessau was started in December - January. Personnel were transferred to the buildings in Dessau when they were completed. The HV (main administration) was set up at first in the small Kalorimeterbau Building in Dessau. The Jumo and Otto Mader Werk administration buildings were rebuilt, and by June were almost completely occupied by the HV. Other extensive rebuilding of which I have no exact knowledge was taking place in Dessau.
4. The picture had changed in January 1953 to the point where Dessau was the main controlling point. All orders were issued from Dessau to the various sub-contracting firms. Remaining at Pirna were a few design offices (doing translations of the Soviet data), the central archives (storing and maintaining controls on the drawings and other specifications), and a materials test institute. Engineers who had been employed at Pirna were transferred to the special offices established at the sub-contracting firms. At these various sub-contracting firms, the normal production was gradually being "phased" into production of the aircraft component parts.
5. The organizational setup of the Dessau-Pirna complex had more or less solidified by June 1953. All administrative personnel, except the few necessary for the work at Pirna, had been transferred from Pirna to Dessau. [redacted]

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There was, however, a constant state of flux in relation to the sub-contracting firms. Many firms were considered, and after elaborate arrangements, rejected. The heads of the selected firms had to sign agreements indicating that they understood that the work was secret. The rejection of some of these firms was due many times to security reasons and other times to the respective plant's capacity. One of the firms which had been considered, and later rejected, was the firm Waggonbau, Dessau.

SOVIETS CANCEL PLANS FOR AIRCRAFT PRODUCTION

6. All aircraft production in the Dessau-Pirna complex was halted

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after 17 June 1953 and all sub-contracting firms started to "phase" back into their old production. All the Soviet data were packed at the various branches and sent to the central archives in Pirna. All finished parts and models were crated and shipped to Pirna. No one knew where these things were to be sent, but the common feeling was that they were being sent back to the USSR. My colleagues and I believed that the Soviets planned to produce turbo-jet and sports planes in the East Zone of Germany. However, because of the uprisings throughout the DDR on 17 June, the Soviets felt that the workers had proved unreliable, and consequently cancelled all work.

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Although many workers became unemployed because of this cancellation of work, the majority were absorbed into the normal production of the plants at which they had been working. As recently as November 1953 I heard from a relative from the DDR who visited me that work similar to that started in Pirna prior to the arrival of the Soviet drawings was again being started in Pirna and Dessau.

GERMAN PERSONALITIES AT AIRCRAFT PLANTS

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7.

I am familiar with some of the German personnel employed at these three places. However since there was always so much shifting of personnel, it is impossible for me to list them according to location. Listed below, with short biographical sketches, where possible, are the personnel employed by the Pirna-Dessau-Chemnitz complex. I became acquainted with only a few of these personalities, and consequently I am able to furnish little more than names in some instances. Ages given for these individuals are as of 1953.

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